

CONGESTION MANAGEMENT PROGRAM FOR SAN BERNARDINO COUNTY

**2001 Update
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by
SAN BERNARDINO ASSOCIATED GOVERNMENTS**



*Prepared by SANBAG
in cooperation with
the Comprehensive Transportation Plan Technical Advisory Committee*

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PREFACE

This document is the 2001 update to the Congestion Management Program (CMP) for San Bernardino County, originally adopted in 1992 and updated in 1993, 1995, 1997, and 1999. This revision to the CMP was developed in cooperation with the CTP Technical Advisory, and was recommended for approval by the Plans and Programs Policy Committee of San Bernardino Associated Governments, prior to its approval by the full Board of Directors.

This document identifies goals of the program, defines legal requirements, provides other background information and describes each individual element, component, and requirement of the program.

It also reflects all legislative changes to the program since its inception in 1992. The CMP defines a network of state highways and arterials, level of service standards and related procedures, and provides technical justification for the approach. The decisions reflected in this document are subject to ongoing review. Numerous opportunities for review have and will continue to be provided through meetings of the Technical Advisory Committee, its subcommittees, the Plans and Programs Policy Committee, and the SANBAG Board of Directors. The next regular update of the CMP is scheduled for 2003, although interim modifications or refinements through the technical and policy channels described above can occur as needed.

DEFINITIONS

CMP Model:

A travel demand forecasting model or set of models, maintained by the regional agency (SCAG), SANBAG, or through agreement with another agency, that will provide annual CMP travel demand forecasts for San Bernardino County which are consistent with the regional travel demand forecasting model. Consistent annual forecasts for some less populous portions of the county may be provided by travel demand forecasting methods which are consistent with the CMP model. More detailed local travel demand forecasting models found by SANBAG to be consistent with the CMP model may also be used at the discretion of local jurisdictions to implement provisions of the CMP (Government Code Section 65089.(c)).

Congestion Management Agency (CMA):

From California Government Code Section 65089.(a), the county transportation commission or other public agency designated by the county board of supervisors and the city councils of a majority of the cities representing a majority of the population within the incorporated area of the county. Within San Bernardino County, San Bernardino Associated Governments (SANBAG) is the designated CMA.

Local jurisdiction:

The County of San Bernardino or any city within San Bernardino County. This term is used in place of the word "city" in the California Government Codes referencing Congestion Management Programs. Government Code Section 65088.1(c) states: "City" includes a city and county.

Model consistency:

The ability of a travel demand forecasting model to produce forecasts which are comparable or similar to forecasts produced by the regional and CMP travel demand models for a standard planning horizon (such as 2010), using demonstrably equivalent input data and modeling practice acceptable to the regional agency (Southern California Association of Governments).

Regional agency:

From California Government Code section 65088.1(a), regional agency means the agency responsible for preparation of the regional transportation improvement program (RTIP). For San Bernardino County, this agency is the Southern California Association of Governments (SCAG).

DEFINITIONS (continued)

Responsibility:

Use of this term implies jurisdictional or agency accountability for implementation of a provision of the Congestion Management Program and does not imply any relationship or linkage to the California Environmental Quality Act.

TIA Report:

A Traffic Impact Analysis Report, consistent with the CMP Guidelines, prepared by a local jurisdiction or development project applicant to identify the potential impact of the proposed project and mitigations needed to maintain the traffic level of service on the CMP network, and the mitigation cost.